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COUNTRY East Germany REPORT
TOPIC Oranienburg Airfield

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 18 June to 25 July 1953

DATE OBTAINED 25X1 DATE PREPARED 12 August 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following observations were made at Oranienburg airfield between 18 June and 21 July 1953:

18 and 19 June. A truck camouflaged by bushes and an emplaced gun were observed on both sides at the northern end of the runway. On 18 June, three Soviet sentries armed with carbines were observed lying in the grass at the northeastern exit of Leegebruch. 1

2 July. On the northern edge of the field, cement was being unloaded from seven boxcars onto trucks, which subsequently moved to the airfield. In the center of the field, there were about 10 additional boxcars on which work was done. Clouds of dust rose from this area at the time.

10 July. The roadbed of the new railway leading toward the fuel dump in the northern section of the field had been filled with ballast and the rail ties had also been laid.

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Early July. every day between the hours of 4 p.m. and 5 p.m., the workers changed shifts. Work apparently also continued at night, as the field was illuminated by searchlights. The workers who left the field at about 4 p.m. went to the southern section of the Weisse Stadt settlement. On 4 July, the shrapnelproof aircraft revetments had apparently been painted a green-brown camouflage color.

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21 July. Work was under way on the north-south runway.

2. After 29 June, work at the field again continued with the previous strength of about 1,200 men. However, individual workers had been transferred to the Leipzig area where dwellings were to be constructed. Repair work had to be done on the runway, which was in poor condition. Between 7 and 18 July, no work was under way on additional shrapnelproof aircraft revetments. The completed revetments were painted with a camouflage paint in green, yellow,

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brown and red. For testing purposes, the runway was also provided with a coat of dark camouflage paint. A construction site was being surveyed near the spur track, located about 100 meters northeast of the hangar. Construction work at the field was nearing completion. One cement storage shed at the landing field had already been removed.

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3. [redacted] the Soviet supervisor at Oranienburg airfield was Romanenko (fnu) who interceded in favor of the German workers during the disturbances. On 17 June, the German workers were unable to proceed toward Berlin and had to return to their quarters which, in the meanwhile, had been occupied by Soviet troops. Romanenko managed it so that the troops withdrew without making arrests. [redacted] construction workers were arrested at night and released after 24 hours, after a sit-down strike by the other workers.

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4. Up to 5 July, concreting work on the taxiway was completed. This work continued on the hardstands and construction work was also done on aircraft revetments. On 13 July, 22 shrapnelproof aircraft revetments were completed and provided with a coat of camouflage paint. Concreting work could not continue because of a lack of cement. One cement storage shed had already been removed in early July. Some workers were transferred to other construction sites.

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5. [redacted] on 25 July, a party was given for the workers upon completion of the main construction work. A portion of the construction workers had already been transferred.

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6. Some of the shrapnelproof aircraft revetments in the southern section of the field near Wilhelmsthal estate had by 12 July been covered with sand. The concrete slabs of the revetments were provided with a coat of camouflage paint. 2

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[redacted] Comment. These are protective measures which were taken during the disturbances between 17 and 20 June 1953.

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[redacted] Comment. The present report contains details on the previously reported improvement work at Oranienburg airfield. Noteworthy is the information on the poor condition of the runway, which confirms previous observations [redacted]

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[redacted] Soviet supervisor Romanenko was previously reported [redacted] as holding the rank of Lieutenant Colonel. It is also noteworthy that the shrapnelproof aircraft revetments and the runway are being provided with a coat of camouflage paint. In this connection, reference is made to information [redacted] in November 1952, stated that a conference was held on the production and the supply to the Soviet Air Force of camouflage paint for concrete. Raw material for the manufacture of at least 400 tons of paint was allegedly to be made available by the Osterwieck paint factory. So far, no information has been received that camouflage paint for concrete has been used at Soviet-occupied airfields in East Germany.

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